



Ops Brief



THE DO'S CORNER

It seems that things never really slow down. My staff has been working hard on a lot of things, as you will well see as you read this issue. I also know that you are hard at work too, and it is appreciated, especially in this holiday season. Keep up the good work, but don't forget to enjoy this joyous season. Thank you, and happy holidays.

Glen Atwell
Director of Operations

SAFETY

NTSB FINAL REPORTS

The National Transportation Safety Board (NTSB) recently released final reports on two CAP aircraft accidents. The first occurred at Angola, IN on Christmas day in 1998. The CAP private pilot had been flight released for a proficiency flight in one of our new C-172R aircraft. He departed Fort Wayne International Airport for a nearby airport to do some pattern work and then maneuvered near a relative's house. As the aircraft was flown towards the house, it crashed in a snow covered agricultural field approximately 700 feet from the house. The pilot was fatally injured. Investigation revealed that the aircraft had fuel and was operating normally at the time of impact. An interview with a family member revealed that on previous flights, the pilot would do "fly-bys" near houses of people he knew. The family member described the "fly-by" as a circling maneuver at an altitude of approximately 3-4 times the height of the trees. While flying with the pilot during the "fly-by", the family member stated that he would hear a buzzer during the maneuver. The probable cause identified by the NTSB was: "The pilot's failure to maintain aircraft control for undetermined reasons."

There are some medical details that were not included in the NTSB final report. In 1993, the FAA granted the pilot a waiver for defective distant vision. In 1996, the pilot was treated for a malignant melanoma in his right eye. The pilot disclosed the melanoma during a 1997 FAA, third class medical exam and the FAA cleared him to fly in June 1998 with the following restrictions: If new symptoms or adverse changes occur or medication is required, the pilot would be prohibited from operating aircraft. A search of the wreckage revealed two prescription medications, commonly used by glaucoma patients to reduce inter-ocular pressure in the eye.

NTSB reports must deal in facts when determining probable cause and there was no conclusive evidence to support this illness as a causal factor. Thus, it did not appear in the final report. Do you think that the pilot's visual deficiency, coupled with the reduced visual cues on the large, snow covered field, may have combined to stack the odds against the pilot during one of his "fly-bys"? Like most accidents, this one had a chain of events or circumstances, where the removal of any one link may have prevented this tragic ending. For more information on this accident, visit:

<http://www.nts.gov/aviation/CHI/99A053.htm>

The second NTSB final report involves a Schweizer SGU-2-22E glider that was substantially damaged during an off-airport land-out at Hobbs NM on 10 June 1999. During a glider encampment, a cadet was flying his second solo of the day. While practicing a steep turn at 1000 feet AGL, the cadet lost consciousness while rolling out. He regained consciousness while approaching power lines. The glider was flown under the power lines and landed in a field. During rollout, the right wing struck a pipe sticking out of the ground causing substantial damage to the wing. The cadet was not injured. Statements provided by the cadet revealed that he was concerned about the wind prior to tow. He proceeded with the solo sortie and stated that turbulence caused him to become "frustrated and nervous." Additionally, he spoke of breathing hard, feeling strange, seeing little dots and feeling numbness in his face and hands. The physician who examined the pilot said that he was dehydrated and had hyperventilated. The official diagnosis was "vasovagal syncope." In layman's terms, it is the body's reaction to a stressful situation that ends in a loss of consciousness. Thankfully, the loss of consciousness allowed his breathing to return to normal and he regained consciousness in time to land the glider. Anxiety can be difficult to detect in

others, but we owe it to our fellow members, especially our cadets, to remain sensitive to their concerns. If you perceive anxiety in a cadet flyer, take the time to help the cadet work through any unresolved fears prior to flight. For more information on this accident, visit: <http://www.nts.gov/aviation/DEN/99A102.htm>

DRUG DEMAND REDUCTION

FY01 INITIATIVE ALLOCATIONS

FY01 Drug Demand Reduction Initiative Program (DDRIP) funding allocations are scheduled to be out to the field in December. This is approximately 2-3 weeks late from the designated published date of 15 Nov, per CAPP 55. Changes in procedures and two urgent commitments resulted in the delayed publishing. Allocations are based on timely initiative requests, timely End of Year reporting and prior expenditure performance.

DDR POSTERS & CDs

New DDR posters have been ordered and will be forwarded to the field during the 2nd quarter. DDR library packages containing 3 videos (Marijuana: The Gateway Drug, Binge Drinking Blowout, Tobacco X-files) and a CD-Rom entitled "Interactive Nights Out 2" will be supplied to 6 regions (NER, MER, GLR, NCR, SWR, PACR) and the 10 most active DDR wings (NH, SC, DC, KY, WI, MO, CO, OK, NM, WA) within the next month.

COMMUNITIES THAT CARE MAILING

"Communities That Care" surveys are currently being mailed to the MSI test schools, as well as a number of other schools in an effort to survey 1,000 MSI cadets. An additional 1,000 are being forwarded to various wings to survey standard cadets. We expect to complete and publish a more comprehensive study this summer.

EMERGENCY SERVICES

ES CURRICULUM PROJECT

The curriculum being developed in phase two of the project for the mission base staff personnel will be released for testing very soon. Units testing the curriculum in phase one will remain listed as test units unless they specifically request to be removed. If your unit is interested in being a part of the curriculum test, contact the project coordinator, John Desmarais, at National Headquarters. Please be sure to coordinate your request for involvement with the wing staff (command, operations, and emergency services) since training and qualification of emergency services personnel is their responsibility. John can be reached via phone at (334) 953-4228 during duty hours, or anytime via fax or e-mail, (334) 953-4242 and jdesmarais@capnhq.gov respectively. For additional information on the curriculum project you can also check out the project web page at <http://www.capnhq.gov/nhq/do/dop/escp1.htm>. The web page has several items of interest like a current listing of working group representatives, scheduled Train-The-Trainer Courses, and the project summary and timeline.

As we move into the last development phase of the project, we would like personnel with suggestions or curriculum already developed for mission aircrew training to forward such to us as soon as possible. Feel free to send it to John Desmarais or your region representatives.

There have been many questions as we are beginning the implementation of this curriculum, and at the end of this issue of the *Ops Brief* we have listed the answers to several of our frequently asked questions.

NATIONAL SAR SCHOOL

The Inland SAR Planner Course is an excellent opportunity to greatly enhance one's SAR mission management skills. The course is designed for approximately 24 people with six slots for CAP members. This is not a walk-in class. HQ CAP/DO coordinates the six CAP slots, and the other positions are filled with state and local people. Primary CAP attendees should be mission coordinators and mission coordinators-in-training. Members with other ES qualifications fill-in as slots are available. Pilots are needed to provide the airpower perspective. The more ES experience a member has, the better the chance of being selected to attend the class. It is very important to **look way ahead and make application early**. We have to submit names of attendees to the SAR School 45 days in advance. When you are committed to attend, submit a CAPF 17 through channels, but also send us a copy by fax (334-953-6342) or notify us by e-mail at dos@capnhq.gov with name, address, and phone numbers. The following courses have openings.

<u>Dates</u>	<u>Location</u>	<u>Application Deadline</u>
20-24 February 2001	Denver, Colorado	22 Dec 00
12-16 March 2001	Salem, Oregon	12 Jan 01
2-6 April 2001	Michigan - Sleeping Bear Dunes National Park	1 Feb 01
29 April to 4 May 2001	Bangor, Maine	1 Mar 01
4-8 June 2001	Yorktown, Virginia - USCG Training Center	5 Apr 01
27-31 August 2001	Yorktown, Virginia - USCG Training Center	28 Jun 01

NATIONAL EMERGENCY SERVICES ACADEMY

Have you been looking for a quick way to meet the requirements for getting qualified in Emergency Services or to refresh your skills, and see the latest search and rescue techniques in the field? Then the National Emergency Services Academy is just what you have been waiting for.

This special activity gives hundreds of members the opportunity to train in Emergency Services qualifications at a National Headquarters certified courses. All courses are held at Camp Atterbury, just 35 miles south of Indianapolis, Indiana. Qualified CAP, USAF, and industry experts will conduct the courses. Housing and meals are provided at Camp Atterbury for all participants.

The academy is offering several courses this year in the National Ground Search and Rescue School (NGSAR), Mission Base Staff School (MBSS), and Mission Aircrew School (MAS). The following is a summary of the courses in each school with pre-requisites. Dates and costs for the 2001 courses are listed after the general description.

NGSAR - Two basic courses will be conducted to train personnel to become ground team members as well as two advanced courses to train personnel to become ground team leaders. Personnel interested in attending must at least be 13 years of age at the start of the course and have completed general emergency services training. The Advanced course requires basic course completion (or equivalent). It is recommended that personnel applying to the Advanced Course be current in advanced first aid (this training is available during the pre-course sessions). All NGSAR participants will spend the majority of the course in the field and will be required to sleep in survival shelters or tents during several of the school's exercises and training missions.

MBSS – Two basic courses will be held this year that will focus on training entry level mission base staff personnel to be mission radio operators, staff assistants, unit leaders and branch directors, including ICS 200 level training. Additionally, one advanced course will be conducted to train section chiefs, the command and general staff, and incident commanders including ICS 300 and 400 level training. Applicants for the basic course must be at least 15 years of age at the start of the course and have completed general emergency services training. Applicants for the advanced course must be graduates of the MBSS basic course or have equivalent training and be at least 18 years of age.

MAS – This course will be conducted in two tracks: mission scanner/observer and mission pilot. All training will cover the requirements for aircrew members as established in the current emergency services regulations. All applicants must be at least 18 years of age at the start of the course, have completed general emergency services training, and will include a copy of the last six months of their flight logs with their application if applicable. Personnel applying for the mission pilot track must include a copy of their most current CAPF 5 with their application, and will be required to have a current CAPF 5 on arrival at the school.

(Optional Pre-courses: July 23 - 27, \$Varies from \$40 to \$80)

(Basic NGSAR: July 21 - 28 & Jul 28 - Aug 4, \$150)

(Advanced NGSAR: July 21 - 28 & July 28 - Aug. 4, \$150)

(Basic MBSS: July 21 - 28 & Jul 28 - Aug 4, \$150)

(Advanced MBSS: July 21 - 28 & July 28 - Aug. 4, \$150)

(MAS – Mission Scanner/Observer Track or Mission Pilot Track: July 21 - 28, \$150)

(NESA Staff: Dates vary from 18 July to 5 August depending on the staff assignment, \$40)

All cadets interested in attending the National Emergency Services Academy must have completed a basic encampment prior to attending any of our courses. Indiana Wing and Great Lakes Region will be conducting their encampment from the 14th through the 21st of July at Camp Atterbury. Personnel interested in participating in this encampment and then proceeding to one of the academy's courses should contact Major Gary Brockman, the encampment commander, for additional information. He can be reached via phone at (317) 897-4598 or via e-mail at pathfinder@tcon.net

Personnel interested in attending more than one course at the National Emergency Services Academy in a year can do so consecutively, but must coordinate their participation with the academy director in advance to avoid scheduling conflicts.

We expect that this year's academy will be a great course for both experienced and inexperienced personnel to really become involved in Emergency Services. For more information, contact the Academy Director, Major John Desmarais, via phone at 334-953-4228 or via e-mail at jdesmarais@capnhq.gov

CAP NATIONAL OPERATIONS CENTER

The CAP National Operations Center staff is here to support you. For many of CAP's national missions, HQ CAP/DO or his representative must be in the loop. Additionally, we can often assist in coordinating support for major missions that you might have. If there is a serious operational problem that we can assist you with or that you must contact the DO shop about, please call us at 1-888-211-1812 (Emergencies Only).

STAN-EVAL

The first Maule's are due off the production line this month. In fact a roll out ceremony is scheduled for December 20th. Maule Aircraft continues to work closely with CAP with the goal of making the aircraft the best all-around mission aircraft in the CAP fleet. The first 15 aircraft will be assigned to CAP glider operations as a primary tow aircraft and secondary SAR assets. The aircraft will be equipped with TOST tow hitches, UPS Slim Line radio stacks, Becker Doppler Direction Finding Equipment, and NAT NPX-138 FM radios. None of the above equipment was standard on Maule aircraft and shows the company's willingness to work with CAP. The aircraft will also come with several Maule options designed to enhance effectiveness and safety during tow operations and SAR mission accomplishment.

MAULE ROLL OUT

FRO TRAINING ONLINE

You can now complete Flight Release Officer Training On-line. The course is offered by HQ CAP/DO and hosted on the CAP National Technology Center web server. The course includes updated material and an examination section that will score your final examination, point out your incorrect answers, and allow you to print a graduation certificate as proof of course completion. Check out the course at <http://www.ntc.cap.gov/ops/fro/index.htm>

COMMUNICATIONS

As CAP continues to bring our communications system into compliance with the federal laws and regulations governing our radio frequencies, it is important to plan for 2001. On 31 December 2001, certain equipment must be removed from service.

- VHF FM equipment that does not comply with the current NTIA (wideband) standards must be taken out of CAP service regardless of ownership.
- HF-SSB equipment that does not meet the current NTIA standards must be removed from service regardless of ownership.

When disposing of non-compliant equipment that is on CAP inventory, remember to follow all applicable LG regulations for disposal of equipment.

Questions on equipment compliance can be directed to HQ CAP/DOK. Disposal questions should be directed to HQ CAP/LG.

SYSTEM COMPLIANCE

COUNTERDRUG

On November 4-5, Pittsburgh, Pennsylvania was the site of a very productive 2-day Counterdrug training. The training was hosted by HQ CAP/DOC with terrific on-site assistance from PA. Wing. In addition to CD Directors and Officers, Liaison Officers, and CAP-USAF staff, national representatives for US Customs, DEA, National Guard, and JTF6 participated.

Many important aspects and concerns of Counterdrug daily operations were covered. Norm Edwards representing US Customs, explained that they would like the CDD and LO to meet the state US Customs Office of Investigation and give a short presentation of what CAP has to offer. He also strongly stressed the need for accuracy on the CAPF 83 and of legal penalties for falsifying answers.

Mark Reimann, from DEA, stressed the CAPF 84 should match the mission number. The mission objective/results section should be completed. Also, the mission number is good for 1 day, 1 crew, 1 mission. In addition, the length of mission and the growing season must correspond to the mission request.

Col McKelvey discussed the importance of having good photos on the Web and the need for Wings to send in success stories for CD and DDR to HQ CAP/DOC. Both the photos and success stories impact our funding.

Sam Harrison discussed the need for setting up several Telecast locations per state and the need to contact HQ CAP/DOX early if there are any problems with the site. CMSgt Marous of the National Guard has provided valuable assistance in the past with the Telecast sites.

John Kittle explained the process that will soon be required for Budgets and Measures of Effectiveness. He has a committee developing guidelines and will be carrying them to all Wings this year.

Several speakers stressed the need to continue CD training and the opportunity for 4 training missions a year. If a training mission is cancelled or has a date change, HQ CAP/DOC must be notified.

CD will be sending out a new letter on Internet payments and all Wings are urged to take advantage of this.

Representatives of DEA and US Customs, both expressed their appreciation for the assistance given by CAP members and the great job that is being done in the field.

USEFUL WEB SITES

<http://www.ntc.cap.gov/comm/ntc/>

There is a lot of useful information from our guys at the National Technology Center in Richmond, VA at this site. If you are looking for what radios are compliant, or want to download some useful communications information, this is the place to go.

<http://www.capnhq.gov>

Don't forget to check out our national headquarters website. We regularly post updates under the operations portion so that all operations personnel have access to the latest available information.

ON THE LIGHTER SIDE

We all know that this time of year can be especially busy, but don't forget to take some time to relax and have a good time with your friends and family. Send us your humorous stories, jokes, cartoons or pictures to include in the *On the Lighter Side* section. And here's a funny one for you, especially if you fly video missions...

A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small plane would be waiting to fly him over the fire. The photographer arrived at the airstrip just an hour before sundown. Sure enough, a small Cessna airplane was waiting. He jumped in with his equipment and shouted, "Let's go!"

The tense man sitting in the pilot's seat swung the plane into the wind, and soon they were in the air but flying erratically.

"Fly over the north side of the fire," said the photographer, "and make several low-level passes."

"Why?" asked the nervous pilot.

"Because I'm going to take pictures!" yelled the photographer. "I'm a photographer, and photographers take pictures."

The pilot replied, "You mean you're not the flight instructor...?"

National Emergency Services Curriculum Project **Frequently Asked Questions**

1. How long is my current certification valid?

Personnel in possession of a current 101 card will be renewed in the first quarter of the 2001 calendar year for two years automatically. Within that time period personnel will be expected to train up to the new standards as they become available.

2. When will my current 101 card expire?

The time frame for renewals and expirations will not change at this time, though personnel will be expected to meet more specific and stringent requirements to remain qualified, not simply participate in one training mission every two years.

3. Will I have to accomplish any of the new tasks to get a new 101 card?

After the automatic renewal occurring in the first quarter of the 2001 calendar year, all personnel will be expected to complete new tasks to remain qualified in a specific specialty. Further detail on this issue can be found in the answer to question number 5 below.

4. When will I have to do a continuing education examination?

After the automatic renewal occurring in the first quarter of the 2001 calendar year, all personnel will be required to complete the current continuing education examination in each specialty that they wish to keep up during each renewal period. Examinations are expected to be released by the 1st of January biennially. Continuing education exams will be made available in paper forms to units as well as online like the CAPF 5 examination.

5. When will I have to demonstrate the tasks for my specialty to remain qualified?

After the automatic renewal occurring in the first quarter of the 2001 calendar year, all personnel will be expected to meet the requirements established on the Mission Essential Task List (METL) and the list of Annual Re-currency Tasks (ART). Tasks

listed on the METL will be completed during each renewal period for a specific specialty. The remaining tasks for a specialty will be reasonably divided up and accomplished on a specific schedule as part of the list of ART. The current lists of ART will be posted on the National Headquarters Website. Though qualifications will still be renewed on a biennial basis, personnel will be expected to complete certain tasks annually to remain current and the Inspector General (IG) and his staff will be checking for completion of the list of ART as part of the compliancy program.

6. Why do I have to learn tasks that my wing does not do?

Many tasks are required to allow for joint operations with other CAP wings and external organizations. Additionally, if your wing agreed that there was no possibility that their personnel would be required to do certain tasks, they can or would have requested waiver from the National Director of Operations, and once approved it would be posted on the National Headquarters Web Site.

7. Who can sign off my tasks?

Personnel qualified in specialty that have either completed the National Emergency Services Curriculum Project's Train-The-Trainer Course or are being monitored and recognized by a member that has.

8. Where can I get the training materials?

Training materials are being sent to each wing on their request for qualified personnel as they are released. Trainees will be able to purchase materials from the bookstore in a paper format or download them from the National Headquarters Website. Phase One materials are available at this time, and a current schedule of when additional materials will be released is on the national headquarters website.

9. Who can sign off mission participation?

Qualified supervisors for a mission specialty can sign-off on satisfactory mission participation.

10. Who can sign off my specialty application (CAPF 100)?

Your unit commander or his designated representative can sign your specialty application.

11. Why are we doing this?

There are several reasons why CAP has undertaken the task of developing standardized training and qualification requirements for it's emergency services specialties.

First, CAP's missions have changed focus in recent years, and we are doing more joint operations, both internally and externally. To allow CAP units to better interact with each other and outside agencies, CAP thought it best to standardize how it does business from one wing to another.

Second, much of CAP's training was being accomplished by a select group of experts, and though this often produced highly skilled personnel, it did so in limited numbers if at all. The current curriculum is being developed in part to allow local units to conduct training more regularly to meet their needs. This will allow units to continue training and operating even if the expert leaves.

Third, to be sure that our personnel can do what we say they can. All too often personnel have been signed off by one of the "good ol' boys" and simply could not do the job, or at the other end of the extreme, personnel were unnecessarily held back from being qualified because they did not meet the expert's arbitrary requirements for qualification. Our personnel deserve to know what the requirements truly are prior to getting involved, and our customers deserve to get what we promise them.

Finally, we undertook this challenge to encourage our volunteers to meet professional standards so that they can be recognized and utilized in their communities. Our personnel regularly meet or exceed established requirements of this industry, but because the organization as a whole did not meet the same standards, this could not effectively be advertised to our customers.

Merry Christmas and Happy New Year!

Do you have any comments or suggestions for the *Ops Brief*? Feel free to send them to us via mail, e-mail, or fax. Current and back issues of the *Ops Brief* are also available via the FaxBack or WWW.

HQ CAP/DO
ATTN: *Ops Brief* Editor
105 S. Hansell Street
Maxwell AFB AL 36112

EMAIL: opsbrief@capnhq.gov
FAX: (334) 953-6342
FAXBACK: (334) 953-2599
WWW: <http://www.capnhq.gov>
